

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,244 號陸十肆百貳千壹萬壹第 日伍十式月柒年六十二緒光 HONGKONG, MONDAY, AUGUST 20TH, 1900. 壹拜禮 號十式月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE— BOLL & Co.

PRICE.—
PER CASE 1 DOZ. QUARTS.....\$40
PER CASE 2 DOZ. PINTS.....\$42

IMPORTED ONLY BY
**A. S. WATSON & CO.,
LIMITED,**

WINE MERCHANTS.
ESTABLISHED 1841.

[a1632]

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—
**LANE, CRAWFORD & CO.,
HONGKONG.**

**JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.**

This World-renowned.
Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of
**G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.** [43]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs. ..
**SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.** [1696a]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply a large of every description. Repairs executed with promptitude and skill. Enamelling a specialty.
**McKIRDY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.** [2461a]

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.45 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 6.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m. only.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 58 & 60, Queen's Road Central.
**JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May, 1899.** [a1932]

HOTELS.

VICTORIA HOTEL SHAMSHEN-CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.

The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Caring and best Wines.
The Hotel's Boat boards all Steamers on their arrival and departure.
Telegraphic address "VICTORIA, Canton."
A. B. C. and Al Codes used.
**MADAR & FARMER, T. F. DE CRUZ,
Proprietors.
Hongkong, 18th November, 1899.** [44]

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
**SARKIES BROTHERS,
Proprietors.
Hongkong, 18th August, 1900.** [2219 37a]

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

HATCH, MANSFIELD & CO., LTD.,

WINE MERCHANTS

TO HER MAJESTY AND THE PRINCE OF WALES.

WE ONLY SELL WINES OF GOOD VINTAGES, AND MATURED SPIRITS FROM WELL-KNOWN DISTILLERIES.

THE AUTHENTICITY OF EVERY WINE AND SPIRIT SOLD BY US IS GUARANTEED INDEPENDENTLY BY THE BEST KNOWN GROWERS, SHIPPERS, OR DISTILLERS.

WE PUBLISH CALENDERS SHOWING THE UNIVERSALLY ACCEPTED OPINION OF CONNOISSEURS AS TO WHICH VINTAGES ARE GOOD, BAD, OR INDIFFERENT, AND INVITE APPLICATION FOR OUR PRICE LISTS WHICH CONTAIN THEM.

OUR QUOTATIONS ARE THE LOWEST OBTAINABLE ANYWHERE.

LINSTEAD & DAVIS.

AGENTS, HONGKONG.

Hongkong, 16th August, 1900.

KELLY & WALSH, LD.

BOOKS BY LAST MAIL.

Overland to China, by A. R. Colquhoun, Illustrated. \$9.50
China in Decay, the Story of a Disappearing Empire, by Alexis Krause. Cheap Edition. 3.50
Things Seen, Impressions of Men, Cities, and Books, by the late G. W. Stevens, with Memoir by W. E. Henley, and Portrait. 1.50
Mafeking, a Diary of the Siege, by Major T. D. Ballie, Illustrated. 1.50
Robert Orange, by John Oliver Hobbes (Sequel to "School for Saints"). 1.50
Paris of To-day, an Intimate Account of Its People, Its Home Life and Places of Interest, by K. de Forest, illus. 2.25
Artificial Ice Making and Refrigeration, by L. M. Schmidt, 87 Illustrations. 9.00
Black and White Budget—Photos and Pictures of the War in South Africa. 1.00
My Diocese During the War. Extracts from the Diary of the Right Rev. the Bishop of Natal, Illustrated. 1.50
The Sports Library—Cricket by Collins, Hearn, Ward, Noble, Lord Harris and others. 1.75
The Life of Christ—Further Studies in the Life of Christ, by F. W. Farrar, D.D. 9.00

Java et Ses Habitants, by J. Chailly-Bert. 2.25
The Care of the Child in Health, by N. Oppenheim. 3.00
World Politics at the End of the Nineteenth Century as Influenced by the Oriental Situation, by Paul S. Reinsch. 3.50
The Great Siberian Railway, Description and Map. 80
From Sand-Hill to Pine, by Bret Harte. 1.50
African Nights' Entertainment, by A. J. Dawson. 1.50
Colonial Born, by G. Firth Scott. 1.50
A Court Intrigue, by Basil Thomson. 1.50
At the Sign of the Cross Keys, by Paul Creswick. 1.50
Tots (the Rapin) by H. de Vere Stacpole. 1.50
Jan Oxbor, by Orme Angus, Illustrated. 1.50

THE TRIAD SOCIETY, or Heaven and Earth Association. THE WHITE LOTUS and other Secret Societies of China, by W. STANTON. \$3.50

RE-PRINT.
AN ABBRIDGEMENT OF THE CHINA COASTERS' TIDE BOOK, 1900, Containing SIGNALS, TIDES, CURRENTS, &c., on the China Coast. \$1.50.

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS.....\$25.00

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Coverings. Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR, and FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURIGEBAL METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

FRENCH ISIGNY BUTTER.

FRESH SUPPLY JUST RECEIVED
IN PRIME CONDITION.

PRICE PER 1 LB. TIN.....\$0.80
" " 2 " ".....\$1.55

LANE, CRAWFORD & CO.

[32a]

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
**A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.** [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C. P. & Co.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

**J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel)**

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.

RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]



CANADIAN CLUB WHISKY.

HIRAM WALKER & SONS, LIMITED.

The most popular **RYE WHISKY** in the Far East.

SOLE AGENTS—

CALDBECK, MACGREGOR & Co.,

15, Queen's Road. [24a]

COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE),

WHITE CANTAS BOOTS and SHOES, &c., &c. [35a]

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.
is one of the largest and best known of the British Life Offices.
Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions One Hundred and Fifty thousand.
For full Particulars, rates, &c., apply to
**DODWELL & CO., LIMITED,
Agents.
Hongkong, 9th November, 1900.** [1873a]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGE MODERATE.

[44]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [1025]

HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 58.
For Terms, apply to the **MANAGER.**
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
**A. FONSECA,
Manager.**
Hongkong, 1st December, 1899. [46]

"BOA VISTA" HOTEL MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's Steamer to and from Canton.
Tourists should not miss the chance of visiting this famous old City.
For Terms, apply
**J. H. CHESNEY,
Manager.**
Telegraphic Address, "Boavista." [1034]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE." [1919a]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

PORTS.

(FOR INVALIDS AND GENERAL
USE.)Per Case of
1 Dozen.B.—VINTAGE, superior quality. Red
Capsule ... \$14.40C.—FINE OLD VINTAGE, superior
quality. Black Seal Capsule ... 16.20D.—VERY FINE OLD VINTAGE, extra
superior. Violet Capsule ... 20.40E.—One of the Finest VINTAGES in
the Market. Gold Capsule ... 30.00

Port after removal should be rested for a
month before use. Wine required for
drinking at once should be ordered to be
decanted at the Dispensary before being
sent out. These Wines are too favourably
known to need comment.

Small quantities are supplied at
proportionate wholesale rates.

A. S. WATSON & CO., LIMITED.
ESTABLISHED 1841.

DEATHS.

At No. 17, Broadway, Shanghai, on the 18th
August, 1900, CUTBERT HODGSON, aged 40 years.
On the 14th August, 1900, at 218, Miller
Road, Shanghai, CARLOTTA MARIA CERQUEIRA DA
COSTA, aged 97 years.

The Daily Press.

HONGKONG, August 20th, 1900

It may safely be said that it is with
feelings of considerable surprise that the
home papers brought by the last English
mail have been read in Hongkong. Practi-
cally without an exception it seems to have
been accepted as a fact in England that the
refugees at the British Legation in Peking
were massacred on the 7th ult. The *Daily
Mail*, with its characteristic enterprise, put
before its readers a graphic account of the
last stand and the final murder of all left
alive when the ammunition ran out. This
story is merely the one circulated in Shang-
hai, and later in Hongkong, on the strength
of the report of an irresponsible Chinaman,
and never accepted as safe evidence by
competent judges in either port. In London,
however, and indeed over Europe, it seems
to have won general credence when backed
by the authority of a Press correspondent.
Hence the newspapers are full of cries of
vengeance and obituaries of the supposed
victims. This general acceptance of the
legend explains, what before it was difficult
to understand, the appointment of a day for
a special Memorial Service in St. Paul's
Cathedral. The home papers were of course
in the difficult position, shared, however, by
the papers of the East, of having little or
no means of sifting the evidence, and even
more than those living in China were the
people at home impelled to doubt the possi-
bility of the Legation garrison standing out
so long against overwhelming numbers. But,
nevertheless, it is a legitimate cause for
wonder that there was not more hesitation
about accepting the truth of the report.
The *Times* indeed talked of "this shocking
iniquity, if, as can hardly be doubted, it
has been perpetrated," but at the same time
it commits itself to obituary notices of some
of the principal men supposed to be involved
in the massacre. We have yet to wait for
the papers conveying the information that

the story had begun to be discredited. So
far we have read of the families of the im-
agined victims being plunged in the deepest
grief or even prostrated by serious illness
by the report of the terrible fate fallen to
the lot of those dear to them. It is truly
within the power of a single telegram to do
a vast amount of mischief, and if ever a ter-
rible rumour was accepted as fact on slight
evidence it was this concoction of the native
refugee, disseminated by a correspondent
throughout the world. The story of Peking,
as it actually runs, is had enough; it is un-
fortunate that so many should have been
needlessly harrowed by additions which do
no credit to their inventor or the dissemina-
tor of them through the whole of the civilised
world.

A translation of the Venice International
Sanitary Convention Regulations is published
in the *Gazette*.

Mr. Erich Georg says in his Weekly Share
List, dated Hongkong, 18th August:—"A
small miscellaneous business has been done dur-
ing the week under review, and in several cases
a slight improvement in rate was established;
towards the close the feeling is a little easier
again."

The armourer of H. M. S. *Centurion*, who
accidentally shot himself whilst repairing a
pistol during the operations of the relief column,
died at Weihaiwei. The bullet entered his leg
above the knee, and came out in the calf. The
limb was amputated, but the operation proved
unsuccessful.

A letter from Amoy mentions that there are
a number of natives of Foochow at that port
and adds that they wear a kind of badge and
that they are armed. The badge would denote
that they belong to some secret society or
organised band of some sort. Eleven of them
have been arrested. Their appearance at Amoy
points to their having found that they were
being too closely watched in Foochow to make
it worth their while to remain.

On Friday night last a Chinaman was walk-
ing down Queen's Road Central when two men
seized him. One of them pressed him down
while the other relieved him of a gold mounted
rattan bangle, valued at \$7. Sergeant Noble
secured the men soon afterwards, and they turned
out to be bad characters who had already been
in gaol. The following day Mr. Hazeland sen-
tenced them to six months' hard labour and
ordered them to be given 20 strokes each with
the birch.

The reports of typhoons impending all
round continue to come in. On Saturday morn-
ing Mr. Rousevelto Wildman, U.S. Consul-
General, sent us the following warning, issued
from Manila Observatory at 11 o'clock p.m. on
the 17th inst.:—"The typhoon in the Pacific,
probably S. E. of Loochoos between 20th and
23rd parallels, seems moving West North West.
On Sunday the following warning was issued
from Manila Observatory at 8.55 o'clock a.m.:—
Typhoon that was S. E. of Loochoos has prob-
ably moved Northwards towards Japan."

At the Magistracy on Saturday, Mr. Hazeland
had before him Ng Chik Yat, alias Ng Kow,
alias Antonio Aquino, clerk, who was charged
that he "did on or about 15th December last,
forge the signature of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and by means of such forgery did
obtain the sum of \$6,000." The man was ar-
rested in the Shamien, Canton, on Thursday
last, and brought down to Hongkong by Ser-
geant Terrett. He had cut his queue, was
dressed in European clothes and was passing
under an Italian name. He was remanded
until Thursday.

Mr. Hazeland gave his decision at the Magis-
tracy on Saturday in the *Cheong Yuen* case.
A quantity of goods were found on board on
the return of the launch to the harbour, after
she had been used for pirating one or two junks
up the Canton River, and the goods were identi-
fied as part of the stolen property. The crew
were accordingly arrested and charged with
receiving the goods, well knowing them to have
been stolen. The reason for acquitting the
crew was that the larceny had been committed
without the jurisdiction of the Court, and as
there could be no *larceny charge* brought, there
could be no charge of receiving.

The Returns of Deaths for last month show
that in the European and Foreign Community
there occurred the following deaths:—Civil
Population 21 (one plague, one typhoid), Army
7, Navy 3. In the Chinese Community there
occurred 647 deaths (240 plague), of which 152
were in No. 2 District, 71 in No. 9, 62 in Kow-
loon, and 54 in the Harbour. The principal
averages for the month are:—British & Foreign
Community, 27.6 deaths per 1000 per annum;
Chinese Community, Victoria, Land 33.2 and
Harbour 33.7; Chinese Community, Whole
Colony, Land 32.3, Boat 25.6, Land & Boat
31.3; Total Community, excluding Army &
Navy, 31.1.

This morning at 10.45 a.m., a special service
of thanksgiving for the relief of the Ministers and
others in Peking will be held in St. John's
Cathedral. H.E. the Governor, Sir Henry
Blake, will attend and the members of the
Consular Corps will also be present. The ser-
vice, it is hoped, will be representative of the
whole of the colony, and a special sermon will
be preached by the Rt. Rev. Bishop Hoare,
D.D. Special music will be sung by the choir
of the Cathedral, and the solo "Why do the
nations?" will be rendered by Mr. Alec Marsh,
who is a member of the choir. Mr. A. G. Ward
will play at the end of the service "The Hal-
lelujah Chorus."

The French Mail of the 18th July was
delivered in London on the 15th inst.

Among the latest gazetted officers on their
way to China is Capt. W. A. W. Swettenham,
R.G.A.

The *Echo de Chine* states that four battalions
of the second regiment of the Foreign Legion
have embarked at Algiers for China.

There was no fresh case of plague reported
during the 24 hours preceding noon on Satur-
day. The number of deaths from the disease
were two.

A general review of the Shanghai Volunteers
took place at Shanghai on the 15th, in which
the French Volunteers and the Annamite guard
took part.

The Venice Sanitary Convention Regulations
at Chittagong against arrivals from Aden have
been withdrawn in the case of vessels leaving
Aden after the 13th ult.

For keeping his books in an incorrect man-
ner Ng Chik Nan, arms and ammunition-deal-
er, 252, Des Vaux road, was at the Magistracy
on Saturday fined \$5; another arms-dealer at
238, Des Vaux Road, being fined \$5 for a like
offence.

The effects of the war in China are being
felt in a peculiar manner in Calcutta, says the
Indian Mirror. Prices of grain, pulses, gram,
and other food stuffs have risen considerably,
owing, probably, to the supplies sent with the
twenty thousand men and followers, to the Far
East.

The 3,000 martini rifles, with bayonets, ac-
countments and 1½ million rounds of ammuni-
tion, required for the possible armaments of
British subjects in treaty ports in China, and
for local levies, were despatched with the Or-
dnance Field Park in the *Matuna*, now on her
passage from Calcutta.

There has been a most unusual increase this
year in the tenders for the Opium and Spirit
Farms in the Straits Settlements. They are:
Singapore \$238,500, being an increase of
\$83,500; Johore \$60,000, with an increase of
\$3,600; Penang \$125,000, with an increase of
\$3,600, and Malacca \$20,200, an increase of
\$4,500.

The *Foochow Daily Echo* of the 11th inst.
reports a fire on Chungchow, the island between
the two bridges, at about 2 o'clock on the af-
ternoon of the 10th, which raged for many hours,
during which time some 1,200 houses and shops
were reduced to ashes. A strong wind was
blowing at the time. Four large junks at
anchor to leeward were seen to be in flames soon
after the fire commenced, and were totally de-
stroyed. The fire is supposed to have originated
in an opium shop.

A new law with reference to the increase of
the German fleet has been officially promul-
gated. Considerable reductions have been made
in the additions originally proposed to be made
to the forces for foreign stations. Instead of
eight large cruisers and 15 small ones, it has
now been decided to have three large cruisers
and two small ones. When the revised pro-
gramme has been completed, Germany will
have 38 ironclads, 14 large cruisers, and 38
small cruisers. The present effective naval
strength of Germany is 10 large cruisers and
25 small cruisers.

At the Calcutta Small Cause Court, Miss
Vivienne Dugmar, the well-known actress, sued
Messrs. W. Leslie and Company, ironmongers,
to recover the sum of Rs. 207 as damages. It
was alleged that the damages were sustained
through a defective gas-tank supplied by the
defendant firm, the result of which was that the
plaintiff was unable to carry out a performance
at the Classic Theatre, where she was engaged
to give a serpentine dance with lime-light effects.
At the suggestion of the judge, Miss Dugmar
agreed to accept Rs. 140 offered by the defen-
dants.

At Colombo the development of the coal trade
during the past five years has been enormous.
So great has been the demand for fuel that the
mercantile community find themselves hampered
in their operations for want of proper coaling
facilities. In 1895 the quantity imported was
326,297 tons. In 1899, the quantity imported
511,692 tons, and the first six months of 1900
showed a still further increase in proportion.
The chief defect has been lack of frontage for
coaling purposes, and as additional ground
suitable for coaling is about to come into the
market, the Colombo Chamber of Commerce
have formed a plan for purchasing the land and
converting it into coal wharves. The scheme
has been laid before Government.—*Straits
Times*.

The British barque *West York* of Hongkong
has had quite an eventful voyage lately.
This vessel, which is commanded by Captain
Fowler, left Singapore on January 23rd with
the intention of proceeding to Menado in the
Celebes. Some time after leaving, several of the
crew, who numbered eleven, were taken ill, and
for weeks the ship cruised about, making very
little headway. The provisions began to give
out, and several small ports were touched at,
and finally the ship put in at Likiep. By this
time four of the crew had died from beri-beri,
and it was decided to put back to Singapore,
where the *West York* arrived on the 10th
instant, after being nearly seven months at sea.
All the members of the crew, with the exception
of the captain, are ill.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 19th August, 5 p.m.

MORE MISSIONARIES FOR
SHANGHAI.

Thirty missionaries from Tientsin, Kai-
ting, and Pooning left Chungking yesterday
for Shanghai. The river is now in good
travelling condition.

THE STATE OF CHUNGKING.

The situation at Chungking is still uncer-
tain.

FRENCH ACTION AT SHANGHAI.

The Comte de Bezaure, French Consul,
has asserted himself by landing one hundred
marines here yesterday.

INDIAN TROOPS AT LAST LANDING.

The British Indian troops are now land-
ing and making camps. All is perfectly
quiet at Shanghai.

THE RELIEF OF PEKING
CONFIRMED.

SAFETY OF THE MINISTERS.

At the meeting of the shareholders of the
Hongkong and Shanghai Bank on Saturday,
the chairman read the following telegram
from Shanghai:—

"Chefoo wires Peking relieved 15th
August. Ministers and subordinates safe."

THE WAR IN SOUTH
AFRICA.

LONDON, 17th August, 8.30 p.m.

ESCAPE OF DE WET.

It is reported that Commandant De Wet
has escaped the British forces engaged in
his pursuit. He has released all his prisoners
except the officers.

BOER TREACHERY—IS BOTH
IMPLICATED?

Hans Cordua, a lieutenant in the Trans-
vaal Artillery, was court-martialled to-day
and pleaded guilty to breaking his parole
and plotting to kidnap Lord Roberts. The
evidence is alleged to show the complicity of
Botha.

LONDON, 18th August, 8 p.m.

HOW DE WET ESCAPED.

Lord Roberts fears that Commandant
De Wet has eluded his pursuers. He
imagines that De Wet divided his forces into
small bodies and so escaped.

ELANDS RIVER FORCE RESCUED.

Lord Kitchener relieved Col. Horne and the
Elands River garrison on Thursday, the
16th instant.

REUTER'S SERVICE.

LONDON, 17th August.

RUSSIA AND CHINA.

A Russian communiqué reiterates Russia's
anxiety to restore friendly relations with China.

THE WAR IN SOUTH AFRICA.

Commandant Delarey holds Rustenburg to
which town Commandant De Wet is hastening.
The Orange River Colony is clear of the
enemy except a small force under Commandant
Olivier at Heilbron.

THE CHIEF COMMAND IN CHINA.

It is generally understood that Field Marshal
Count Waldersee's powers will be limited strict-
ly to the command of the troops.

THE HONGKONG POST OFFICE.

With reference to its complaint against the
Hongkong Post Office, which we published the
other day, the *N.C. Daily News* now says:—
"We learn with great pleasure that the British
Post Office Regulation requiring payment of \$1
a mail or \$5 a month for intercepting letters
has been temporarily suspended, and that no
charge is at present made. In reference to the
case in which the holder of a Nagasaki money-
order for \$13.30 was only paid Mex. \$12.76, on
the ground that Japanese money orders drawn
on Shanghai must be for Hongkong dollars, we
learn that the arrangement between Hongkong
and the Japanese Postal administration regard-
ing money-orders drawn on the British Post
office here is that such orders shall be drawn and
paid in Hongkong dollars, orders in other cur-
rency to be drawn on the Japanese Post Office
here; and the Nagasaki Post Office has now
acknowledged that it made a mistake in the in-
stance in question. This entirely exonerates
Captain Hastings, as it was not he who made the
arrangement with Japan."

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Besides the *Sunda* on Friday night there also
arrived from Calcutta the *Fultala*, bringing a
squadron of the 16th Bomb Lancers (3 British
and 4 native officers, 119 men, 93 followers,
with horses and mules), a section of the 5th
Veterinary Field Hospital, and details. The
officers on board were Major Waldron, Lieut.
Sarel, Lieut. Pallin, A.V.D., and Lieut. Baird.
A.M.S.C. The *Fultala* left yesterday for Taku.

On Saturday the *Multra* arrived with the
2nd Coolie Corps and part of the 54th Native
Hospital. The following officers were on board.
—Majors Steele and Thompson, Lieut. Garratt.

Yesterday the *Ula* arrived from Calcutta
with a squadron of the 3rd Bombay Cavalry
(5 British and 6 native officers, 121 men, 122
followers, with horses and mules), and part of
the 57th Native Field Hospital. The officers
on board were:—Lt.-Col. A. Phayre, Capt.
Alexander, Lt. Hoylewood, Lt. McGilchrist,
I.M.S.

Last night the troopship *Clive* arrived in the
harbour, bringing the 34th Pioneers (8 British
and 11 native officers, 453 N. C. O.'s, and men,
63 followers, and 15 horses) for Hongkong, 1
British officer, 7 men and 61 followers of the
41st Native General Hospital, and 1 British officer,
6 men and 7 followers of the British Section,
Hospital Ship. The officers on board were
Lieut. Col. Cooke, Lieut. Capt. Holland and
Gilbert, Lieut. Barratt, Stanley Clarke, Jen-
nings, 2nd Lieut. Drew, Lieut. Hatcheson,
I. M. S., Capt. Spencer and Richard.

The *Umta* returned from Taku on Friday
night, and left for Calcutta yesterday.

THE COMMUNICATIONS OF THE
RELIEF COLUMN.

The special correspondent of the *N.C. Daily
News* wrote from Hosiwa last week:—

There are still mischievous rumours behind
the relieving force, for on the 7th instant we
found that the field-telegraph had been tampered
with. A party was at once sent back to make
repairs, and the line was in working order
again to-day. We are now at Hosiwa, which
is just half-way between Tientsin and Peking.
Our march here has been really an easy one,
for there has been no organised effort of the
part of the Chinese to stop us in the field.
They were about to divert the river when the
troops reached Hosiwa, and it was extremely
fortunate that we were able to stop them.
Everybody is in the highest spirits, and there
is little or no illness in camp.

FOREIGN REPLIES TO
LI HUNG-CHANG.

It will be remembered, says the *N. C. Daily
News*, that when Li Hung-chang received his
last appointment to negotiate peace H.E.
telegraphed the news to the various Foreign
Offices of Europe and America. The replies
have now arrived and from what can be gather-
ed from them by the Chinese officials at Shang-
hai, it is plain that apart from others signifying a
desire to negotiate peace, Russia requires land
in compensation, while Germany is determined
on revenge, owing to the murder of her Minister,
Baron von Ketteler, and will not speak of peace
until after Peking has been captured.

THE MURDERED MEMBERS OF THE
TSUNG-LI YAMEN.

The following is the "Imperial Decree"
referring to the execution of Hsu Ching-cheng
and Yuan Chang, the two members of the
Tsungli Yamen whose death we have recorded
already. The decree is dated 29th July, the day
after their execution.
"We have received of late repeated memorials
denouncing the evil reputation and traitorous
ambitions of Hsu Ching-cheng, Senior (Chinese)
Vice-President of the Board of Civil Appoint-
ments, and Yuan Chang, Director of the Court
of Sacrificial Ceremonies, especially in their po-
sition of Ministers of the Foreign Office. Further
that, whenever they are received in audience,
they repeatedly speak in unwarranted language
carrying evil intent, thereby causing confusion
in the Government. Traitors counsel also
and to the detriment of the members of the
Government to their side and their lack of
reverence for the Throne is such that words are
not strong enough to condemn their actions.
We are of opinion that if such conduct be not
severely punished as an example there will be
no other means of keeping discipline amongst
the ranks of our officials, and we therefore here-
by command that the said Hsu Ching-cheng and
Yuan Chang be forthwith beheaded as a solemn
warning to others."

JAPANESE OFFICIAL TELEGRAMS.

The following official telegrams, dated Taku,
5th August, have been received in Japan:—
The allies commenced movements on the
night of the 4th inst., in order to attack the
enemy stationed about 3 ri to the north of Tien-
tientsin. The assault was begun at 3 a.m. on the
5th and lasted till 7.30 a.m. The operations
were successful and the allies occupied Peit-
sang.—Col. Akiyama, at Taku.

According to a report from Senior Captain
Mori, H.I.J.M. Navy, the Fifth Division,
Italian, Russian, French, American, German,
Italian, and Austrian forces attacked the enemy
near Peitsang (8.61 miles from Tientsin), leaving
Tientsin at 10 p.m. 4th inst., and routed the
enemy. The Japanese forces were ordered to
push on to Yangtsun (17.88 miles from Tien-
tientsin). Senior Captain Mori was to proceed
with the commanding staff of the Fifth Division.
The Japanese marines report that the allies
have occupied Peitsang. The Japanese
losses are about 200. Details from the Army.—
Rear-Admiral Dewa.

A DESPATCH FROM VICEROY
HSU YING-KUEI.

The following Consular Notification was issued
by Mr. S. S. Gracey, U. S. Consul, at Foochow
on the 8th inst.:—

I am in receipt of the following Despatch
from His Excellency, the Viceroy, Hsu Ying-
kuei:—
"I have the honour to inform you that I have
received a telegram from Governor Yuan of
Shantung Province, which reads as follows:—
"On the 8th, of the 7th moon (Aug. 2nd) I re-
ceived an Imperial edict to the effect that owing
to the troubles which have arisen between natives
and Christians, there seems to have been forced
an apparent war between China and Foreign
nations; Foreign Ministers in Peking should
receive protection, yet as the minds of the people
in the capital were greatly disturbed, the pre-
cautions taken were not always found satis-
factory. The Tsungli Yamen have now ar-
ranged with the Ministers of the different
nations to give them safe escort to Tientsin,
under sufficient guard. Thereupon H. E.
Jung Lu has been instructed to select

faithful civil and military officers, who,
with reliable soldiers, will furnish the pro-
per protection for the Ministers, when they
may have arranged to leave the capital, and
the officers are authorized to fire on all evil
disposed persons who might be disposed to
plunder or otherwise make trouble for their
Excellencies. Before their departure from
Peking, the Tsungli Yamen will be at the
service of their Excellencies transmitting any
plain telegrams without delay, to be sent to
different nations, thus showing the intimacy
and friendship of China with the people of
remote countries. This should be respectfully
noted. I have to observe that the Chinese
Government has put forth its efforts to secure
protection for all Ministers and foreign resi-
dents. I am sure Your Honour will be pleased
to learn the above news, which I am pleased to
transmit."

MISCELLANEOUS.

The Hospital arrangements for the Indian
Contingent in China, says an Indian journal
are in the able hands of Surgeon-General Taylor,
who has a wide experience of the subject as
well as local knowledge of China; and 300 per
cent over the average comforts and necessities
are being sent out.

We call the following from *The Friend of
India*. "The foot covering for the China
force have been the subject of much consid-
eration. The General commanding at Hongkong
suggested fur boots for the mounted and
the War Office proposed untanned leather
moccasins over stockings, as worn by the Cana-
dian lumber men, but the Government of India
consider goat-hair socks as worn by the Nor-
wegian army, with ammunition boots of a special
large size, suitable and easily procurable. Gen-
eral Gascoie is being consulted on the subject."

The new Japanese first class cruiser *Yakumo*,
with a displacement of 10,000 tons, is on her
way out, and she is reported to have left Colum-
bo on the 9th instant.

The German cruiser *Scharoth*, from South
Africa, is also steaming North. She will call at
Singapore before proceeding further.

THE RELIEF OF PEKING.

SERMON AT ST. JOHN'S CATHEDRAL.

In his sermon at St. John's Cathedral yester-
day morning the Rev. E. F. Cobbold said:—"I
was not intending to preach this morning, but
when the whole civilized world vibrates with
a throbbing gladness in response to the news
which was flashed yesterday to its remotest cor-
ner, silence would ill become an assembly of
Christians met together for the purpose of
praise. 'We are bound to thank God' now, and
one purpose I have in view at this time
is to tell you, and to ask you to make it
known, that there will be a special Thanksgiving
Service here at a quarter to eleven. It will
be concluded before the firing of salutes at noon
and an effort will be made to make it hearty,
popular, and suitable to the occasion. I need
not ask you to make an effort to come. You
will. It should be a general holiday."

As, however, other lips than mine will have
the privilege of speaking to you then, I want to
say just a word or two to-day on this great and
unprecedented event which has made it possible
to substitute the "garment of praise" for the
"spirit of heaviness," which has turned sorrow
into joy, and grief into gladness.

The news of the "Capture of Peking" and
the release of the brave band of Europeans
falsely, foully and fearfully imprisoned there,
has made all the world ring with glad thanksgiv-
ing. After weeks and months of anxiety, when
rumour upon rumour came, when messages,
which we dared hardly think were genuine,
were brought in by hands we dared hardly
trust, when ultra-sensational reports were car-
ried along the wires, and even the sober Press
of England, being persuaded that there was no
hope, published obituary notices of those they
thought (and we thought too) had been mer-
cilessly massacred by an infuriated and mis-
governed mob: after all this we are greeted
now with the glad good news that the "Minis-
ters and their subordinates," and, thank God,
we may believe also their women and children,
"are reported safe." So wonderful, so generally
unexpected (until the last few days) has been this
deliverance that, when the first unauthentic
news of it came, it seemed almost too good to be
true. We seemed (and must not they have
seemed also) to have awoke from a terrible
dream. It is as of old: "When the Lord
turned the captivity of Sion, then were we like
unto them that dream." Our hearts were filled
with gladness and our tongues with joy.
To us there seemed no hope, yet God Almighty
has delivered. Truly He is the giver of all
deserved Victory, and of rich gifts undeserved
by us. Truly we are bound to thank God.

God grant that the wonder of this great de-
liverance, the common share in it which all civil-
ized nations have, the common adversity which all
have suffered, the common insult all have re-
ceived, the common part all have taken (as far
as circumstances have allowed), may weld them
together in a lasting union, so that, in
God's good time, all may know a world-wide
peace; and so that the later years of the life of
our beloved Queen may see her great Empire
at rest, and in the enjoyment of that peace—of
concord, of progress and of true religion—for
which she has always striven and prayed.

LATEST STEAMER MOVEMENTS.

The Silk ex. s.s. *Empress of Japan*
arrived at New York on Thursday, the 16th
instant.

NEW ADVERTISEMENTS

ST. JOHN'S CATHEDRAL, HONGKONG.

THERE will be a SPECIAL THANKS-GIVING SERVICE TO-DAY, at 10.45 A.M., in commemoration of the Relief of the Foreign Legations at Peking.

The Bishop of Victoria will preach.

Mr. ALICE MARSH will sing—"Why do the Nations Rage?"

Mr. WARD will give the Hallelujah Chorus on the Organ.

R. F. COBOLD, Chaplain.

Hongkong, 29th August, 1900. [2242]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last at the Rate of One Pound and Ten Shillings Sterling (£1 10s. sterling) per Share of \$125 is PAYABLE on and after MONDAY, the 20th August, current at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 18th August, 1900. [2240]

FURNISHED BEDROOM with an English Family at CAINE ROAD.

Apply to—

C. Care of Daily Press Office.

Hongkong, 29th August, 1900. [2241]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship "TAMSUI MARU."

Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BISSAN KAISHA, Agents.

Hongkong, 20th August, 1900. [15]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 20th August, 1900, at 3 P.M., on the Spot.

THE FOLLOWING VALUABLE PROPERTY, viz.—

Inland Lot No. 910, Yaumati, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

And Inland Lot No. 911, Yaumati, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of Chinese Houses.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th August, 1900. [2191]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, THIS DAY (MONDAY), the 20th day of August, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th August, 1900. [2297]

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (MONDAY), the 20th day of August, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			ft.	ft.	ft.	ft.		¢	¢
		Shaukiwan Island							

PUBLIC AUCTION.

IMPORTANT LAND SALE.

THE Undersigned have been favoured with instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 21st August, at 3 P.M., on the Spot, The remaining portion of Kowloon Inland Lot No. 549, containing approximately about 16,789 square feet.

The Lot is exceptionally well situated, a few minutes' journey from the Ferry, with a Frontage on the Cameron Road.

For full particulars, apply to

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th August, 1900. [2198]

LEGAL NOTICE.

LEGAL.

SOLICITOR, Ten Years' Practice in New South Wales, Australia, seeks ENGAGEMENT as MANAGING CLERK or otherwise. Certificate produced on application to—

WILLIAM FITZGERALD, Post Office, Hongkong. [2290]

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, THIS DAY (MONDAY), the 20th August, at 12 O'CLOCK Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.

THOS. L. ROSE, Secretary.

Hongkong, 20th August, 1900. [2098]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 28th August, 1900, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th August, both days inclusive.

By Order of the Board.

C. MOONEY, Secretary.

Hongkong, 17th August, 1900. [2229]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5 per cent. (Two Dollars and Fifty CENTS PER SHARE), for the six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 1st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

By Order.

EDWARD OSBORNE, Secretary.

Hongkong, 17th August, 1900. [2228]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with Article IX., Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited—

10701-10800 12686-13185

11061-11085 14086-14785

11884-11935 15786-16085

12136-12285

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th August, 1900. [2237]

OLIVERS FREEHOLD MINES, LIMITED.

IN accordance with Article VIII., Paragraph 3, of the Articles of Association of the Company, Interest at the rate of 8 1/2 per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th August, 1900. [2238]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'clock P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER OF SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 31st September (both days inclusive), and not from August 13th to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th August, 1900. [2196]

W. B. REWER & CO.

SOME NEW PICTURES.

Our Brothers from over the Sea, "Engraving," The Handy Man, "Phototype" ... \$13.00

Alcott's Mindful Boy, "Phototype" ... 3.50

NEW BOOKS AND NEW EDITIONS.

A Sportsman in India, by Isabel Savory ... \$4.50

New Volume Academy Pictures, 1900 ... 9.00

Railway, by Vladimir ... 3.00

Chinese Characteristics, by Smith ... 3.00

The Real Chinaman, by Holcombe ... 4.50

Tompleton's Work-Shop Companion (Modernised) ... 3.50

Macaulay's Essays ... 1.50

Westward Ho, by Kingsley ... 35

A Bed for Fortune, by Guy Boothby ... 35

Lord Edward Fitzgerald, by Bodkin ... 1.50

Little Anna Mark, by Crockett ... 1.50

Agatha Webb, by A. K. Green ... 1.25

A Bank Outsider, by Nat Gould ... 75

Let us Forget Them ... 23

23 & 25, Queen's Road, Hongkong. [31]

SIEN TING.

SURGEON DENTIST

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891. [698]

NOTICE OF FIRM

NOTICE.

DURING the absence of Mr. V. P. MUSSO of PERALTA from this Colony, Mr. G. D. MUSSO will sign per Pro.

V. P. MUSSO & CO.

Hongkong, 14th August, 1900. [2205]

TO LET.

TO LET.

NOS. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seaman's Club.

Apply to—

LINSTEAD & DAVIS.

Hongkong, 13th July, 1900. [1084]

"THE EYRIS."

AT the PEAK, close to summit; delightfully cool and healthy.

TO BE LET, FURNISHED.

Immediate possession can be had.

For Particulars, apply to—

R. C. WILCOX, 8, Beaconsfield Arcade.

Hongkong, 15th June, 1900. [1757]

SHOP TO LET—No. 62A, Queen's Road Central, at present occupied by ACETYLENE Gas Co.

Apply—

G. FALCONER & CO.

Hongkong, 7th August, 1900. [2160]

TO LET.

"HARBORFORD"—MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.

13, PRAYA CENTRAL, Rooms on 2nd Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th June, 1900. [61]

TO LET OR FOR SALE.

THE VILLA LUCIA, POKFULAM.

For Terms, &c., apply to

D. MUSSO & CO., No. 268, Praya, West.

Hongkong, 14th August, 1900. [2209]

TO LET,

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to—

S. J. DAVID & CO.

Hongkong, 13th July, 1900. [1945]

TO BE LET OR SOLD.

TWO FINE SEMI-DETACHED HOUSES on the PEAK ROAD, nearing completion. The Houses command a splendid view, and are thoroughly well appointed and fitted up for Electric Light.

Apply to—

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Hongkong, 17th May 1895. [152]

THE BRITISH ARMY.

H. O. ARNOLD-FORSTER, M.P.

THE QUESTION OF A REMEDY.

NO ROYAL ROAD TO REFORM.

It is possible that even to those readers who have found something in accordance with their conviction and likely to be of use to them in the earlier articles of this series, the present article will seem disappointing and inadequate. Certainly those who expect to find in it a series of cut and dried remedies for the evils now existing will be disappointed. A great military system cannot be built up in a day, nor can the evils of a bad system be corrected and their effects destroyed by any sudden act. Moreover there is another reason why it is not altogether profitable to go much into detail in the matter of suggested remedies. It is easy to put one's finger upon hundreds of points in our military system which obviously need reform. It is easy to make suggestions as to what such reforms should be. But it must not be forgotten that, as there are many ways of doing things wrong, so there are also several ways of doing things right. Different artists have different methods; the general principles of Art are no doubt eternal, but the application of them varies in the hands of every individual. The same is true of an organized military system. In minor matters, though not in matters of essential principles, there are many ways in which a satisfactory result may be obtained. Moreover there are many things which, in themselves good, will only produce good results provided they form part of a well considered whole.

THE ARGUMENTS OF THE OBSTRUCTIVES.
It is most important to remember this, because the enemies of reform and the defenders of our present arrangements (the terms are synonymous) find no argument more ready to their hand than that which consists in condemning every proposed change, either because it will produce some result inconsistent with the working of other parts of the system, which it is intended to improve, or because it differs from the remedy which is proposed in the very same case by some other person. Of course, there is very little value in either of these arguments when they are examined, but that does not prevent their being constantly used. For instance—to take a very unimportant but enlightening example—it is proposed to give warrant rank to regimental Sergeant-Majors in the Militia. The thing is perfectly plain, straightforward and reasonable, but it cannot be done, because, as the Secretary of State seriously suggests, there are important reasons which he has not time to explain, which would make it undesirable. This really means that the thing itself is undesirable or wrong, but that the maintenance of one injustice or absurdity is necessary to justify the continuance of another. The argument has, however, a certain value, for it is as old as the wise counsel which tells us that it is no use putting new cloth into an old garment; the old and the old may hang together, but the new and the old by no means.

As to the other argument, namely, that two different remedies are often suggested for the same evil, it is one of the most frequently used, and the least worthy of all the weapons in the War Office armoury. Of course, the fact that alternative remedies are proposed for an admitted evil is really an argument in favour of ascertaining by reasonable enquiry which of the alternatives is the better. It is, however, generally used by the War Office as a conclusive argument against adopting either. It is necessary to mention these facts, because, although it is not intended in this article to dwell at length upon points of detail, some definite suggestions will be made. These suggestions must be regarded subject to the remarks which have just been made.

THE VITAL PRINCIPLES.

But when we pass from questions of detail to questions of principle, we stand upon firmer ground. The only hope of real reform in our military arrangements is the introduction into their conduct of some clear and intelligible principle. At present no such principle directs the conduct of those responsible for the safety of the country. Before any real change for the better can be looked for, it will be necessary to take what seems to be a most elementary step, but what is in fact a very important and difficult one, namely, to find out what it is we want. It is no exaggeration to say that at the present moment no one has the slightest idea what the British Army is for, what duties it is expected to fulfil, or under what conditions it can be best fitted to fulfil them. This may seem a strong statement, but it is absolutely correct. Now and then an Under-Secretary in the House of Commons favours his audience with a little disquisition upon the duties which he thinks the army ought to be able to perform; his view generally differs from that of his predecessor and of his successor, and as, whatever it may be, he has not the slightest power to give effect to it, his statements have little more than a literary interest. For twenty years past we have been maintaining over 400,000 militiamen, volunteers, and yeomanry, and no one has ever had the slightest idea of the purpose for which they were maintained. Indeed at this moment, no one is any the wiser. All we do know is that the purpose for which they have been used is beyond all question one for which they were not intended. Then, again, an endless controversy rages as to the respective parts to be played by the Army abroad, the Army at home, and the Fleet, respectively. There are several different theories as to the relative importance of these different branches of our defensive forces. If any one of the theories prevailed, it is possible that matters might be mended, for at any rate some consistent plan might be evolved, and some definite place might be assigned to each branch in the

general scheme. At present the three branches are regarded pretty much like three hungry dogs who must be fed from time to time, but must on no account be allowed to associate. There are some who maintain that the Navy is an all-sufficient defence, and that the Army at home is only of value as a reservoir for supplying the Army abroad. There are others who think that every man in the country ought to be armed, and that every parish ought to have a rifle club. The variety of opinions always secures a cheerful evening in a debating society, but it does not do much good, at Headquarters, for the upshot of it all is that we are spending millions at home upon an army which Lord Lansdowne himself declares is no army at all; that meanwhile, in the opinion of many, we are starving the Fleet, and are undoubtedly unable to send an expeditionary force from home at short notice, and without calling on the reserves. This is all because we do not know what it is we want, we never shall know until proper persons are selected to study the question, and are entrusted with authority to give effect to their conclusions.

THE FIRST STEP TOWARDS REFORM.

Reform is a thing which will not happen of itself, somebody must begin it. There is only one person in the Empire who has the power to begin it, and that person is the Prime Minister, not necessarily this Prime Minister, but a Prime Minister. Until a Minister be found who is sufficiently well informed to know, and sufficiently interested to care about this question of National Defence, nothing will be done. If the present Prime Minister, or any of his successors, should give evidence of possessing these qualities, then no doubt a beginning could be made, and the work of planning the defence of the Empire on a business footing would be entrusted to persons who knew something about business. It may be said that such persons do not exist in this country at present. Perhaps they do not. A perfectly qualified specialist is necessarily the product of many years' growth. Now and then, perhaps, a great genius may be found whose intuition will supply the qualities which in most men come only by long study. But, if the perfectly trained man, or men, are not to be found ready made, they must be produced by the ordinary methods. The best men must be selected, must be given every opportunity of learning their work, and must be encouraged in its performances. The product will be something very different from the present Committee of Defence.

THE TRUE RELATIONS BETWEEN THE POLITICAL AND THE MILITARY MEN.

When this is done the functions of such a body must be properly defined. Admiral Hornby used to put the matter in a very straightforward fashion. "It is for the politicians," said he, "to tell me if they want the Channel defended or not, *this is their business*. They tell me I am to defend the Channel, and I then say very well, to do that I shall require so many guns, and so many men, *this is my business*. Then they have a right to say that is too much, we cannot afford it, and we will give up the idea of defending the Channel. That again is their business. But they have no right whatever to say, "You do not require that number of guns, or ships, or men," for that is not their business at all, and they know nothing about it." This is a pretty fair statement of what ought to be the relations between the political and the military departments, but it is not the state of things which exists at present. At present the country is permitted to believe that armaments and arrangements which have merely received the sanction and approval of that extraordinarily unfit body, the Treasury, have, in fact, received the sanction and approval of the naval and military authorities. To a large extent the Treasury, to some extent our whole political system, and to a small extent the naval and military authorities themselves, are responsible for this dangerous deception. Until its repetition has been made impossible, the country will never be safe. What is wanted is that the political authorities shall make up their minds as to what is their policy, and shall explain to the naval and military authorities at what points and under what circumstances it may involve the Empire in war. The naval and military authorities must then be compelled to state what, from their point of view, are the armaments, and what is the distribution of force necessary to provide for the military situation thus created. If the politician consider it beyond the means of the country to provide what is asked for, that, to quote Admiral Hornby's phrase, is *their affair*, and it is entirely within their province to say that the military authorities are wrong. Only here a word of caution must be uttered. Before making the military authorities responsible at all, they must be given time and facilities to prepare their case, and to arrive at proper conclusions. To put the matter quite clearly, there is no organisation in the British army at present which can speak with authority upon questions of imperial defence, not because there are not plenty of able men in the army, but because the men and the problem have never been brought together, and the men have never been entrusted with the duty of study-

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ing the vast and complicated problem upon which their opinion is required. The defence of the Empire must be put on a business footing, and the first step a business man would take towards running a great business, would be to entrust it to those who had been trained in the business.

THE WAR OFFICE.

And now, to pass from this brief reference to general principles to a still briefer reference to matters of detail, or to matters of temporary and accidental interest only. Are there any remedies which are so obvious that they may be recommended without hesitation? We believe there are some. In the first place it is absolutely necessary to change the present personnel of the War Office, not because the heads of that institution are not most excellent, worthy and well meaning personages, but because they have so far failed in doing what they are appointed to do, and because they do not show any signs of intention to take the great responsibilities with which they are entrusted in a serious spirit. In a previous article we spoke of Lord Lansdowne and quoted some of his utterances during the recent emergency. His most enthusiastic admirer could hardly describe those utterances as stimulating or full of promise. But a man may say very foolish things and do very wise ones. Unluckily, judged by this standard, the present Secretary of State does not appreciably gain: the whole story of the South African war, and the panic measures taken at home to protect the country, the confession of the unfitness of the troops left at home, the utter failure of the emergency measures to provide a real army, all these bear their testimony to the character and the qualities of the work which the present Secretary of State, during his five years of undisturbed possession of the War Office, has accomplished. "By their fruits ye shall know them." If we like the fruit, no doubt it is well to cherish the tree, but if we do not the conclusion is obvious. Of the Permanent Secretary it may be said also that he is amiable and worthy. If he be responsible in any degree for the present condition of our National Defence, it is to that extent desirable that he should cease to be responsible for it. This is perhaps the more desirable because it is evident that Sir Ralph Knor is altogether pleased with his own work and that of his department. We venture to believe that that is not the universal feeling of the British people. Not often does the Permanent Under-Secretary break out into public speech, but during the present war he has made an opportunity to do so, and this is what he has said in reference to the performances of his own Department. "Where has all that thought been exercised? Within the four walls of that much abused institution, the War Office. Excuse me for giving this loud crow, but I am at this time particularly inclined to cock-a-doodle-do." All those who are of this opinion will undoubtedly "cock-a-doodle-do" also, but those who do not regard the performances of the War Office as entitled to the everlasting admiration of mankind, will keep calm, even in the face of this spirited manifesto. History records that the cackling of the geese on the Capitol saved the City of Rome, but the precedent is not one which can be relied upon as certain to be renewed in our favour.

OF THE PRESENT COMMANDER-IN-CHIEF NOTHING

need be said save that he is about to retire at the close of a long and honourable career, and that in view of the extent to which his functions have been curtailed and his responsibilities reduced, he is probably not unwilling to resign an office which circumstances have made it difficult for him to fill with effect. The Adjutant General, apparently, is not giving up his post at so early a date, but his brilliant career and great services fully entitle him to immediate retirement on the fullest and most liberal scale of pension. It may be said, without any disrespect to the distinguished career and great achievements of Sir Evelyn Wood, that his withdrawal at the present time would be greatly in the interests of the service and be ardently to be desired. Our readers would probably justly complain if our list of suggested remedies were to stop here: we therefore propose in the eighth and last article to devote a portion of the space available to the enumeration of certain definite points in respect to which changes might, in the opinion of the writer, be made with very great advantage. Space will not permit of arguments being adduced in favour of these changes, but they have been examined and defended elsewhere, and the need for them is admitted by many experienced soldiers.

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Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 17th August, 1900. [1]

NOTICE TO CONSIGNEES.

S. S. "BRAND,"
FROM NEW YORK, STRAITS AND
MANILA.
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-Signed on or before the 21st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 4 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th August, 1900. 2227

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLAVERS."
FROM ANTWERP, LONDON AND
STRAITS.
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the Steamer must be presented to the Under-Signed on or before the 27th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th August, 1900. [2210]

OCEAN STEAMSHIP COMPANY.

Consignees per Company's Steamer
"HECTOR"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th August, 1900. [2203]

OCEAN STEAMSHIP COMPANY.

Consignees per Company's Steamer
"IXION"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional cargo will

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	RHIEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
LONDON & C. VIA PORTS OF CALL.	CHUSAN	Brit. str.	—	C. T. Denby, R.N.R.	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON VIA SUEZ CANAL.	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT.	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
BREMEN VIA PORTS OF CALL.	WEIMAR	Brit. str.	—	E. Prohn	MELCHERS & CO.	On 23rd inst. at Noon.
MARSEILLES & LONDON	DAVIA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-day, at 5 P.M.
MARSEILLES & LONDON VIA PORTS OF CALL.	DAVIA	Brit. str.	—	Durande	MELCHERS & CO.	On 27th inst. at 1 P.M.
MARSEILLES & LONDON VIA MANILA.	THENIKAI	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & C.	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	DODWELL & CO. LIMITED	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	GLINESK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 15th Sept.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO. LIMITED	On 8th Sept.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	RIJUN MARU	Jap. str.	—	J. Truebridge	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
VANCOUVER, VIA SHANGHAI, & C.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 29th inst.
PORTLAND, OREGON, & C.	DAVIA	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 25th inst.
SAN FRANCISCO VIA SHANGHAI, & C.	AMERICA MAINE	Jap. str.	—	—	TOYO KISEN KAISHA	On 11th Sept. at Noon.
SAN FRANCISCO VIA MOJO, & C.	CITY OF R. DE JANEIRO	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO VIA AMOY, & C.	COPTIC	Brit. str.	—	—	O. & O. S. S. Co.	On 1st Sept. at Noon.
SAN DIEGO, & C. VIA SHANGHAI, & C.	BERGIAN KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	E. Wilson Haswell	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	ARLIE	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 6th Sept. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MENCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On 5th Sept. at Noon.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, VIA NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C. H. S. Toque, R.N.R.	P. & O. S. N. Co.	On or about 1st Sept.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	T. K. Davies	NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	FUTAMI MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	CLYDE	Brit. str.	—	H. Kirchner	MELCHERS & CO.	On or about 31st inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PREUSSEN	Ger. str.	—	H. Nagata	MITSUBI BUSSAN KAISHA	Quick despatch.
SWATOW, AMOY & TAINFOO	TAMBU MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 26th inst. at Daylight.
SWATOW, AMOY & TAINFOO	ANPUN MARU	Jap. str.	—	Weigall	JARDINE, MATHESON & CO.	On 23rd inst. at Daylight.
MANILA	LOONGSANG	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	DIAMANTE	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
MANILA	KASUGA MARU	Jap. str.	—	Anderson	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	TSINAN	Brit. str.	—	Pennefather	BUTTERFIELD & SWIRE	On 29th inst. at 4 P.M.
CEBU & ILOILO	ISAFONG	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.
 Aug. 17, UMTA, British transport, 5,365, F. Hornington, Taku 11th August.
 Aug. 17, FULTA, British transport, 2,692, A. B. Cave, R.N.R., Calcutta 4th August.
 Aug. 17, SUDA, British transport, 2,987, S. G. D. Andrews, R.N.R., Calcutta 4th August.
 Aug. 18, LYEEMOON, German str., 1,298, Honemann, (Anton 17th August, General—Simsen & Co.)
 Aug. 18, TIGER, Norwegian str., 2,116, Herm. Wold, Kuchinotzu 12th August, Coal—Mitsui Bussan Kaisha.
 Aug. 18, NAGASAKI, British str., 5,999, G. W. Babot, Foochow 21st August, General—O.R.D.
 Aug. 18, MACHON, British str., 4,276, R. T. Hamish, Liverpool 15th July, General—BUTTERFIELD & SWIRE.
 Aug. 18, MUTTRA, British transport, 2,985, D. C. McIntyre, Bombay 3rd August.
 Aug. 18, CITY OF RIO DE JANEIRO, Amr. str., 2,275, Wm. Ward, San Francisco 19th July and Shanghai 16th August, Mails and General—P. M. S. S. Co.
 Aug. 18, HEE, French steamer, 704, G. Godian, Haiphong and Kwong-chow-wan 17th Aug., General—A. R. Martz.
 Aug. 18, UGANDA, British transport, 3,451, J. Black, Taku 12th Aug. and Weihaiwei 13th.
 Aug. 18, APENRADER, German str., 611, Lorenzen, Haiphong 15th Aug., Rice—O.R.D.
 Aug. 19, DUCMA, German str., 788, C. Christensen, Hilo 12th Aug., Wood—SANDER, Weimar & Co.
 Aug. 19, ESANG, British str., 1,127, Roop, Hongay 16th August, Coal—JARDINE, MATHESON & CO.
 Aug. 19, UTA, British transport, 5,310, J. T. Kilpatrick, R.N.R., Calcutta via Singapore 6th August.
 Aug. 19, CLIVE, British transport, 1,701, G. J. Baugh, R.N.R., Bombay 3rd August.

CLEARANCES.

At the Harbour Master's Office, 18th August.
 Kirkdale, British str., for Philippines Island.
 Maitura Maru, Japanese str., for Swatow.
 Volute, British str., for Palambang.
 Kueiyang, British str., for Hongay.
 Hoihao, French str., for Hoihow.
 Franz Ferdinand, Austrian str., for Trieste.
 Chitago, British str., for Saigon.
 Tulle, German str., for Amoy.
 Tuisun, Amr. str., for Newchwang.

DEPARTURES.

Aug. 17, HERMES, Norw. str., for Canton.
 Aug. 18, MALTA, British str., for Europe.
 Aug. 18, PARRAMATTA, British steamer, for Shanghai.
 Aug. 18, BENLAWERS, British str., for Nagasaki.
 Aug. 18, ROSSETTA, British str., for Yokohama.
 Aug. 18, HONGKONG, French str., for Haiphong.
 Aug. 18, SUNGKIANG, British str., for Manila.
 Aug. 18, LYEEMOON, Ger. str., for Shanghai.
 Aug. 18, TRENTON, British str., for Moji.
 Aug. 19, MAIZURU MARU, Japanese str., for Swatow.
 Aug. 19, KWEIYANG, British str., for Hongay.
 Aug. 19, HOHAO, French str., for Hoihow.
 Aug. 19, CHITTAGONG, British str., for Saigon.
 Aug. 19, TALLEE, German str., for Amoy.
 Aug. 19, UMTA, British transport, for Calcutta.
 Aug. 19, FULTA, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCKS.—
 Kowloon Dock—U.S.S. Monterey, Argus, U.S.S. Itasca, Pennsylvania, Anara.
 COSMOPOLITAN DOCK—Nanshan, Stanfield.

SHIPPING REPORTS.

The British transport *Uta*, from Calcutta 6th August, had fresh monsoon and high N.E. sea and swell, wind W. to N.W.
 The British transport *Mitra*, from Bombay 3rd August, passed on the 8th inst. a disabled Spanish steamer, signal letters HGV, in lat. 6.12 N., long. 88.50 E., who wished to be reported. Assistance was offered but refused.
 The British transport *Fulta*, from Calcutta 4th August, had moderate monsoon weather from Calcutta to Singapore, and from thence to port high gale from W. veering to N.N.W. with incessant rain and mountainous seas.
 The British steamer *Machon*, from Liverpool 15th July and Singapore 13th August, had unsettled weather from Pulo Sapatu to port from parcels light easterly swell and strong westerly winds. On 16th August passed steamer *Muttra*, with troops, in lat. 14.37 N. and long. 112.46 E., from India to Hongkong; wished to be reported all well.
 The British transport *Uganda*, from Taku 12th August, and *Weihaiwei* 13th, had fine weather from Taku up to the afternoon of the 17th, when the wind shifted from S.E. to N.E.

barometer falling very low. Heavy easterly sea running and every appearance of a typhoon to the northward. Vessels passed—17th, *Ashmore*, in lat. 25.00 N., long. 119.30 E.; 17th, *Jelango*, in lat. 25.40 N., long. 118.20 E., from England for Taku; 18th, *Rece*, in lat. 22.27 N., long. 115.27 E., from Calcutta for Taku, and 18th, *Paramatta*, in lat. 22.27 N., long. 115.23 E., from Hongkong for Shanghai.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
 FOR YOKOHAMA AND KOBE.
 THE Company's Steamship
 "TAIYUAN."
 Captain Nelson, will be despatched as above TO-DAY, the 20th inst.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 18th August, 1900. [2101]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship
 "LOONGSANG."
 Captain Weigall, will be despatched as above TO-MORROW, the 21st inst. at 5 P.M.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 15th August, 1900. [2216]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "RHIEUS"
 will be despatched as above TO-MORROW, the 21st August.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 14th July, 1900. [1963]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship

"PREUSSEN."
 OF THE NORDDEUTSCHER LLOYD.
 Captain H. Kirchner, due here with the outward German Mail about TUESDAY, 21st August, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
 MELCHERS & CO., Agents.
 Hongkong, 18th August, 1900. [8]

THE OSAKA SHOSHEN-KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship

"ANPING MARU."
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUBI BUSSAN KAISHA, Agents.
 Hongkong, 8th August, 1900. [1443]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
 THE Company's New Steamship

"DIAMANTE."
 Captain A. Ramsay, will be despatched as above on WEDNESDAY, the 22nd August, at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO., General Managers.
 Hongkong, 16th August, 1900. [2226]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAVRE & HAMBURG	About 12th Sept.
Capt. v. Binzer	(London with transshipment in Hamburg)	Freight.
* SIBIRIA	HAVRE & HAMBURG	About 20th Sept.
Capt. Braun	(London with transshipment in Hamburg)	Freight and Passage.
SAXONIA	HAVRE & HAMBURG	About 30th Sept.
Capt. Jager	(London with transshipment in Hamburg)	Freight.
SERBIA	HAVRE & HAMBURG	About 12th October.
Capt. Sachs	(London with transshipment in Hamburg)	Freight.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	BANCA	5 P.M., 20th August	Freight.
SHANGHAI and JAPAN	Malacca	About 24th August	Freight or Passage.
SHANGHAI	Clyde	About 31st August	Freight or Passage.
LONDON & C.	CHUSAN	Noon, 1st Sept.	See Special Advertisement.
YOKOHAMA VIA NA-GASAKI & KOBE	ROHILLA	About 1st Sept.	(Passing through the Inland Sea.) Freight or Passage.
LONDON	JAVA	About 6th Sept.	Freight or Passage.

For Further Particulars, apply to
 A. W. MARSHALL, Acting Superintendent.
 Hongkong, 18th August, 1900. [1]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 "EMPEROR OF INDIA"...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Aug. 1900
 "EMPEROR OF JAPAN"...Comdr. G. E. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900
 "EMPEROR OF CHINA"...Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 9th August, 1900. [9]

VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
 FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Truebridge	Sept. 8	BRAEMAR	3,601	W. Watt	Aug. 25
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARVILL	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 15	MOS SHIRE	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 3 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The Yellowstone National Park route.
 HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10s. 0d.
 This route covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED, General Agents.

Hongkong, 16th August, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
WEIMAR	...	23rd August
PRINZ HEINRICH	...	30th August
PREUSSEN	...	6th September
HAMBURG (Hamburg-Amerika Line)	...	20th September
SACHSEN	...	3rd October
OLDENBURG	...	17th October
BAYERN	...	31st October
STUTTGART	...	14th November
KONIG ALBERT	...	28th November
PRINZ HEINRICH	...	12th December
	...	26th December

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Prohn, of the NORDDEUTSCHER LLOYD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till Noon on TUESDAY, the 21st August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 22nd August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO., Agents.
 Hongkong, 10th August, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU T. K. Davies	KOBE and YOKOHAMA	WEDNESDAY, 22nd Aug. at 4 P.M.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug. DAYLIGHT
KASUGA MARU E. Wilson Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 24th Aug. 4 P.M.
FUTAMI MARU J. Thom	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 25th Aug. NOON.
* RIQUIN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 25th Aug., Noon.

VESSELS ON THE BERTH.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI,"

Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.

For Freight, &c., apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th August, 1900. [217]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on FRIDAY, the 24th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on FRIDAY, the 24th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900. [2103]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU"

(3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th inst.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900. [2218]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain W. E. Graves, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 20th July, 1900. [2026]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMON," Captain Durand, will leave this port for MARSAILLES, the port of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched for the above ports on THURSDAY, the 8th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th August, 1900. [2235]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI"

on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA"

For Freight, apply to DODWELL & CO., LD., Agents.

Hongkong, 15th August, 1900. [2054]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, at NOON.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th August, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th August, 1900. [14]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

GASIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 1st September, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, at NOON.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th August, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th August, 1900. [14]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND LOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennefather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900. [2236]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. T. Denny, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 20th August, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900. [2089]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFFEN, FINSCHAFEN, HERBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN,"

(4,500 Reg. Tonnage), Captain Krebs, with Mail, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 19th July, 1900. [2018]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK,"

will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA," about 15th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

NORWOOD, British ship, Thos. Roy—Order.

PETER RICKMERS, German ship, Scholer—Arnold, Karberg & Co.

HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Aug. 12, Jardine, Matheson & Co.

Anapa, British str., 2,251, Williamson, Aug. 14, Dodwell & Co., Limited.

Apenrade, German str., 611, Lorenzen, Aug. 19, Order.

Banca, British steamer, 5,499, Babot, Aug. 18, Order.

Bengala, British str., 1,346, Thomson, Aug. 14, Gibb, Livingston & Co.

Benedict, British str., 1,493, Farquhar, Aug. 13, Gibb, Livingston & Co.

China, German steamer, 1,113, Voss, Aug. 9, Siemens & Co.

City of Rio de Janeiro, Amr. str., 2,278, Ward, Aug. 18, P. M. S. Co.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gilman & Co.

Decima, German str., 784, Christiansen, Aug. 19, Sander, Wieler & Co.

